

HOUSE MEMBERS ENGAGE IN RIOT

Prime Minister Object of Missiles From Unionists.

CHURCHILL HIT WITH HEAVY BOOK

Commons Forced to Adjourn Because of Uproar Which Follows Asquith's Attempt to Have Action on Amendment Rescinded—Government Faces Critical Situation.

London, November 13.—The House of Commons, the popular house of the "Mother of Parliaments," was the scene to-night of a riot over Premier Asquith's proposal to rescind the action of Monday, when the Unionists carried by a majority of twenty-two Sir Frederick Banbury's amendment defeating the most important financial feature of the home rule bill.

The Unionists refused to permit the debate, and the Speaker was forced to adjourn the session in account of the disorder. This is an extremely rare occurrence, and the situation is considered a critical one. The Unionists almost unanimously threatened that they will continue to make business in the House impossible unless the Prime Minister accepts the amendment or drops the home rule bill. They declare that his action is unprecedented and will be obstructed by unprecedented measures. Their object is to force the government to resign.

The uproar far exceeded that which attended Premier Asquith's speech when he introduced the home rule bill, and has not been equaled since the free fight over Gladstone's first home rule measure. The members were taunted with epithets as "traitors" and "apes." Sir William Bull, Unionist for Hammersmith, was ordered from the floor for repeatedly calling Mr. Asquith "a traitor."

Churchill Hit by Book. After adjournment the Unionists doubled up programs and threw them across the aisle at the Prime Minister. Winston Spencer Churchill, First Lord of the Admiralty, was hit with a heavy book hurled from the camp of the enemy. A fight appeared imminent until Will Crooks, the Labor member, poured oil on the troubled waters by starting the singing of "Auld Lang Syne."

When the session began there were packed benches. The Premier's supporters gave him a great cheer on his entrance and demonstrated that they were present in force by defeating a motion to adjourn early in the proceedings by a vote of 327 to 218. The substance of Mr. Asquith's motion was that the Banbury amendment be rescinded, "notwithstanding anything in any standing order of this House," and that the order of the House in respect to the home rule bill take effect as though Monday's proceedings had not taken place. The effect of this would be practically to begin again the consideration of the bill at the clause where the Banbury amendment was rejected.

Amid loud opposition cheering the Speaker replied that he could find no precedent for rescinding a decision of the House arrived at during the passage of a bill. Whether it would destroy the safeguards was a matter on which every member must form his own judgment.

There was a long argument on the parliamentary point, and then Mr. Asquith rose and said that no precedent had been given of the amendment offered by Sir Frederick Banbury, and that its discussion was brief. He doubted if the members on either side had appreciated its importance. It would reduce the £20,000,000 which it was proposed to transfer to the Irish government to £15,000,000.

Mr. Asquith proceeded to point out that last week the government had a majority of 121 on a question similar to that raised by Sir Frederick Banbury. He argued that there were precedents for the course proposed.

Captain Craig, Unionist for East Down, said: "The government's supporters are here under monstrous and degrading circumstances. A change in the government under the present political international conditions, if that is the ground for the government clinging to office, will have the whole hearted support of the Union party." He then moved adjournment, which was defeated 327 to 218.

Then the storm broke. Sir Banbury moved that a decision reached could not be reversed at the same session. "The only honorable alternatives before the government," he said, "are resignation or dissolution. The government is only a caucus led by rebels. The best thing the Union members can do is to go home and make preparations to resist some rule."

Lewis Harcourt, Secretary of State for the Colonies, attempted to speak. Every sentence was drowned by Unionist shouts and derisive cries for Lloyd George. He finally took his seat. The Attorney-General, Sir Rufus Isaacs, had the same experience. Henry Page Croft, Unionist for Christ Church, shouted: "The name of this government stinks in the city of London," referring to various alleged financial scandals. The Speaker finally adjourned the House for an hour. Immediately it reconvened Sir Rufus Isaacs was on his feet and shouted "adjourn." The voice of Sir Ward Carson, who led the above din, was heard. "There will be no more business ever in this House," he cried. The Speaker repeatedly appealed for order, and at length declared: "I will that a scene of grave disorder should be recorded."

PORTE APPEALS FOR ARMISTICE

Goes Directly to Bulgarian Commander With Request.

SIGN THAT TURKEY HAS LITTLE HOPE

Paucity of News From Front, But It Is Clear That There Has Been Heavy Fighting—Diplomatic Situation Easier, but Danger of European War Is Not Over.

London, November 13.—The Porte, on the advice of Russia, has instructed Nazim Pasha, the Turkish commander-in-chief, to apply to the Bulgarian commander for an eight days armistice, with a view to opening direct negotiations for peace. This declaration seems to show that Turkey has little hope of being able to hold the Tchatalja line against the Bulgarian commander's advance. There is no news, however, as to how the Bulgarian commander met the Turkish request.

The situation at the front, owing to the paucity of the news allowed to filter through from either side, is very confusing. Clearly there has been heavy fighting, as on November 12 Constantinople reported that numerous wounded were arriving from the front, and the almost invariably accurate Vienna Reichspost's correspondent has reported the capture of positions by the Bulgarians in the neighborhood of the Tchatalja line. The same correspondent now says that the main attack on Tchatalja has been delayed two days by rain.

The powers at last have arrived at some kind of an agreement with respect to mediation. It is assumed, however, that now the Porte has opened negotiations with Bulgaria, European intervention will not be needed.

The diplomatic situation is easier, but the French Premier, M. Poincaré, in an important speech delivered at Paris to-night, did not speak too hopefully, and proof that all danger is not past is seen in the ominous reports from Austria and Russia of unusual troop movements and mobilization in Russia's western provinces.

M. Poincaré declared it to be essential that Europe should advance no pretensions on the fruits of the allies' victories, and he expressed the fervent belief that it would be impossible that the Balkan difficulties could lead to a war, the most frightful that ever laid Europe low.

The report that the Servians have reached Durazzo is not confirmed, and no news has been received from other fronts. Serious internal difficulties are developing in Constantinople, and the government has taken strong action in arresting the Young Turk leaders.

At Mercy of Raiders. Athens, November 13.—Telegrams received here to-day from Arta, on the Albanian frontier, report that the Zagora country, in the northwest of the Zagora, has been raided by a band of 100 Turks and Albanians. The women and children of the district, who fled to the snow-covered mountains for safety, are dying of hunger and cold.

The main inhabitants of the Zagora district engage in trading pursuits in all parts of the world, leaving their families at home. The district, therefore, lies at the mercy of the raiders.

No Fighting Reported. Constantinople, November 13.—In the last forty-eight hours, according to reports received here, there has been no fighting on the Tchatalja line, owing, it is believed, to the fact that the negotiations for an armistice are proceeding directly with the Bulgarians. Another fact which probably has contributed to upset the Bulgarians' plans is the outbreak of cholera.

Cabinet Discusses Balkan. St. Petersburg, November 13.—A special meeting of the Cabinet was held this afternoon, the subject being the Balkan question was taken under advisement.

Both Sides Lose Heavily. Athens, November 13.—It is announced that 25,000 Turks were engaged in the battle against the Greeks at Yenidje. They had forty-two heavy guns. The Turkish losses numbered 2,000 killed, 500 made prisoners and twenty-two guns captured. The Greek losses were 500 killed and wounded, including fifteen officers.

BRYAN BROACHES PLAN

Wants Privilege of Floor for Former President, Vice-President, Speakers. Washington, November 13.—A plan to admit ex-Presidents, ex-Vice-Presidents and ex-Speakers of the House of Representatives to the floor of the two houses of Congress, with the privilege of debate, but not of voting upon pending measures, was broached here to-day by W. J. Bryan. Mr. Bryan's statement was coupled with a declaration that he favored a change in the time of convening Congress so that the new sessions would begin shortly after new members took office on March 4.

The question is often asked, "What shall we do with our ex-Presidents?" said Mr. Bryan. "Now that we will soon have two ex-Presidents, it might be worth while to consider what means could be employed to utilize their experience and accumulated information. It seems to me that the nation might avail itself of their services and at the same time afford them a dignified means of keeping in communication with the people. It has occurred to me that both these ends could be attained by a law giving an ex-President the privilege of the floor in both the Senate and House, with the limitation that he take part in debate, without, of course, the privilege of voting or serving on committees. The retiring vice-President should be given the same privilege on the floor of the Senate under the same limitations, and I see no reason why he should not be accorded as an ex-Speaker of the House if he retired from Congress."

WOMAN IS SLAIN BY HER DAUGHTER

Girl, Awakened Suddenly, Fires Pistol From Pullman Berth.

BELIEVED ROBBER AFTER HER JEWELS

Police Accept Her Story, and She Is Released From Custody. Lynchburg Man, Detained as Witness, Also Permitted to Go—Victim Was Mrs. J. Rappe Myers.

Philadelphia, Pa., November 13.—Mrs. J. Rappe Myers, wife of the proprietor of the Rappe Hotel, Greensburg, Pa., was shot by her daughter, Gladys Elizabeth Myers, in mistake for a robber in a sleeping car on a Pennsylvania Railroad train bound for New York about 5:30 this morning. She died a short time later in a Trenton, N. J., hospital. The shooting occurred when the train was passing Crofton, Pa., just this side of Bristol, Pa., near Trenton.

Miss Myers and W. R. Cuthbert, sixty years of age, of Lynchburg, Va., were detained all day by the Trenton police, but were released to-night. It was thought at first that Cuthbert was concerned in some way with the shooting, as he was found with Miss Myers at the side of the wounded woman a few seconds after the sound of the shot aroused the other passengers in the car, and brought the porter and conductor. Later, Cuthbert explained that he had been standing on the front platform of the car next in the rear, and had run in when he heard the shot. Then the police informed him that they would detain him merely as material witness. The Trenton police say they are convinced the shooting was an accident, and that Mr. Cuthbert went to the aid of a person whom he had reason to believe was in distress.

Thought Her a Robber. Miss Myers, who is about twenty years old, was on the way to New York to purchase a trousseau for her coming wedding to J. Blair Dillard, of Salem, Va., a druggist. She had a casket of jewels which she was taking to New York to have repaired and matched, and when she heard her mother re-entering their section, after Mrs. Myers had gone for a few minutes to the dressing room, she took her revolver from under her pillow and fired, thinking a burglar was after the gems. She was half awake at the time.

Miss Myers' brother and her fiancé are on the way from Salem, and will arrive in Trenton early to-morrow morning. Her father is also en route from Greensburg to meet his daughter. He is accompanied by an attorney. Miss Myers made a statement, in which she said: "I was awakened by my mother who informed me that she was going to the wash room, and while she was absent I dozed off to sleep. I was suddenly awakened from my sleep by seeing the curtains parted and some one crawling into the berth. I always sleep with a revolver under my pillow, and the noise of the porter had seen my jewelry. I pulled out the revolver and fired, and was horrified to hear my mother scream and see her stagger into the smoker, where I found her."

"Then I shouted for some one to get a doctor and some whiskey. A gentleman came forward whom I afterward learned was William Cuthbert, of Lynchburg, Va., and offered her services."

"My mother and I were always on good terms, and I considered her my best friend. We were on our way to New York to do some shopping in anticipation of my brother's wedding on Christmas eve, and my own in June to Mr. Dillard."

Cuthbert Remains Shot Fired. In a statement to the police Mr. Cuthbert said that his home was in Lynchburg, and that he had happened to be traveling in the car behind the one occupied by Mrs. Myers and her daughter.

"As the train approached the bridge across the Delaware River south of Trenton," he is reported to have said, "I went to the front platform of my car intending to step off the train for a few minutes when the train stopped at Trenton. 'I believe the shooting was entirely accidental,' he continued. 'As the train passed through the village of Crofton, Pa., at 5:30 o'clock I heard the noise of a shot 100 yds ahead. I quickly opened the door and saw Mrs. Myers lying in the aisle in her nightdress. Her daughter was standing beside her shrieking and in great distress. I shot my mother, set a doctor,' she called. She was hysterical, and we had trouble in getting her quieted."

The porter of the car, the conductor and several passengers who had hurried to the scene carried Mrs. Myers into a drawing room compartment, and we stopped the flow of blood as best we could until Mrs. Myers was removed to the ambulance at Trenton. "Miss Myers told me she dreamed a burglar was pulling aside the curtain of her berth, and that she reached under her pillow, got the revolver and shot her mother. It seems that Mrs. Myers was about to enter the berth at the moment her daughter dreamed she saw a burglar in the aisle. Miss Myers said she was startled and fired before she was fully awake."

When the train arrived at Trenton the mother was conveyed in the ambulance to St. Francis Hospital, where she died about 7 o'clock without having made any statement. She was shot in the breast. The daughter accompanied the mother to the hospital as did also Mr. Cuthbert. George F. Spencer, Inspector of police for the Pennsylvania Railroad Company, and other railroad police officials hurried here, and after making inquiries, Inspector Spencer wired the railroad authorities to get the porter.

Taft FIXES RATES OF PANAMA CANAL

Tells World's Shipping What it Must Pay for Passage.

CHARGES BASED ON REPORT OF EXPERT

No Reference Made to England's Protest Against Exemption of American Coastwise Shipping. Should Be on Self-Sustaining Basis at End of Twenty Years.

Washington, November 13.—President Taft to-night issued a proclamation fixing the rates that the foreign shipping of the world shall pay for passage through the Panama Canal. The proclamation is issued in accordance with the act passed by Congress in August, and establishes a merchant vessel rate of \$1.20 per net ton of actual carrying capacity with a reduction of 40 per cent on ships in ballast. The provisions of the proclamation are as follows:

1. Merchant vessels carrying passengers or cargo, \$1.20 per net ton—each 100 cubic feet of actual carrying capacity.
2. On vessels in ballast without passengers or cargo, 40 per cent less than the rate of toll for vessels with passengers or cargo.
3. Upon naval vessels, other than transport colliers, hospital ships and supply ships, 50 cents per displacement ton.
4. Upon army and navy transports, colliers, hospital ships and supply ships, \$1.20 per net ton, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels.

The Secretary of War will prepare and prescribe such rules for the measurement of vessels and such regulations as may be necessary and proper to carry this proclamation into full force and effect.

No Reference to Protest. American coastwise shipping was exempted from toll payment by Congress. To this provision of the act Great Britain diplomatically protested. No reference to this incident was made in the President's proclamation.

American naval vessels are exempted without special mention, either in Congress or by the President's proclamation because the authorities deemed it unnecessary to explain the uselessness of payment from its Navy Department pocket to the one belonging to the Treasury Department.

The rates named are practically the same as will be in force at the Suez Canal next year.

The President based his declaration of rates upon the report and estimates of Professor Emory R. Johnson, of the University of Pennsylvania, an expert designated for the task by executive order. According to Professor Johnson's report, also made public, the Panama Canal should be upon a self-sustaining basis in twenty years. It should compete successfully with the Suez Canal, the traffic of Europe with South American, west coast points and with New Zealand, but cannot be expected to compete successfully with Europe's trade with the Far East.

Professor Johnson figures that the rate per net ton can be reduced at the end of ten years to \$1. Even with this rate, which he says probably will correspond closely with the rate that may then be enforced through the Suez Canal, the United States will obtain enough revenue from foreign vessels to pay all fixed charges, provide a sinking fund of 1 per cent to retire the Panama Canal bonds and have a yearly balance.

Defense of \$1.20 Rate. Professor Johnson's defense of the \$1.20 rate for merchant vessels reads in part as follows: "The rate of \$1.20 per net ton in loaded merchant vessels, and a reduction of 40 per cent from the standard rate in the cases of vessels in ballast will place the Panama Canal and its rival, the Suez Canal, upon an equal competitive footing."

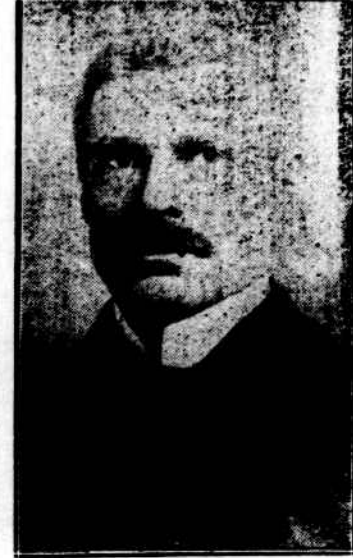
The Panama Canal must compete with the Suez route for the commerce of the eastern seaboard of the United States and the Atlantic North sea ports of Europe with the Orient east of Singapore. For voyages between the eastern ports of the United States and the Orient, fuel expenses via Panama will be less than by way of Suez; and, with equal tolls at each canal, the Panama route will be secured the traffic. It is not to be expected that much of the commerce of Europe with the Pacific seaboard of Asia can be diverted from Panama from its present route via Suez. Distances are less via Suez; and with the exception of voyages from North Europe to Japan and return, the fuel expenditures are lower by way of Suez. With equal tolls at Panama and Suez, some vessels will take the Panama route between Japan and Europe in order to discharge and secure cargo to America ports. A Panama toll of \$1.20 per net ton will not unduly burden the commerce served by the canal. The costs of transportation between the two seaboard of the United States will be reduced several times the amount of the tolls, and for the commerce of the eastern seaboard of the United States with western South American, New Zealand and with Australia the economies effected by the Panama Canal will largely exceed the toll suggested.

"For will a toll of \$1.20 per net ton seriously restrict the use of the canal by European countries. For the commerce of Europe with Chile and with New Zealand, the fuel expenses via Panama will be so much less than via Magellan as to make the canal route preferable even with tolls of \$1.20 per net ton. Moreover, the profitable trade routes between Europe and Chile via Panama and the ports intermediate between the Panama and Valparaiso, Panama to the natural entrance."

Retiring and Incoming Heads of Pennsylvania Railroad



JAMES MCCREIA.



SAMUEL REA.

WRECK IS CAUSED BY CARELESSNESS

Head Brakeman Assumes Blame for Disaster That Cost Fifteen Lives.

HE IS UNDER POLICE GUARD

Fails to Close Switch, and Fast Passenger Train Crashes Into Freight.

Indianapolis, Ind., November 13.—According to the inspectors for the Indiana Railway Commission, the disastrous wreck on the Cincinnati, Hamilton and Dayton Railway at Irvington, a suburb, at an early hour to-day, in which fifteen persons lost their lives and seventeen others were seriously injured, was the result of the company's failure to install a block signal system as it had been ordered to do by the commission.

The wreck was caused by the failure of the head brakeman to close the switch to a siding, on which a heavy freight train had been run to let the rapidly running passenger train, more than an hour late, pass.

Carl Grasse, the head brakeman, has assumed blame for the disaster. He is under police guard at the hospital where he lies with a broken leg.

Among the dead passengers were five members of the Chaney family, of Jackson, Ky. The sixth of the family, Clifton Chaney, was badly hurt. His father, wife and three children were killed.

The passenger train, No. 36 from Cincinnati to Chicago, was more than an hour late, and at the time of the head-on collision was running more than forty miles an hour. The engineer had been given a clear track. Both he and his fireman were found dead in the cab of their engine.

All the passengers found dead were in the smoker and day coaches which were immediately behind the steel reinforced mail car. Both passenger cars were of wood and were completely demolished. The injured in many cases remained pinned under heavy timbers until chopped out with axes.

The bodies, as fast as they were brought from the wreckage, were conveyed to the morgue here to await identification. Passengers who were not injured—and these were in the Pullman cars—continued their journey.

Inspectors for the State Railway Commission were on the scene almost immediately and began an exhaustive investigation.

Those Who Were Killed. The dead: C. Imhoit and wife, of Los Angeles, Cal. Albert Allen, of Los Angeles, Cal. Bert White, brakeman, freight, Indianapolis, Ind. Palmer, Erwin, Tenn. Charles Chaney, aged thirteen, Jackson, Ky. John Chaney, aged fifty-two, Jackson, Ky.

Mrs. Clifton Chaney and son, Chester, aged five months, Jackson, Ky. Edly Chaney, aged two years, daughter of Mr. and Mrs. Clifton Chaney, Jackson, Ky.; died after being taken to hospital.

Conductor Earl Wiggins, of passenger train, Indianapolis, Ind. Engineer William Sharkey, of the passenger train, Indianapolis, Ind. C. F. Grundhoefer, 4440 Darrow Avenue, Cincinnati, O.

Ben Boyle, had ticket to Chicago. C. Burr, Indianapolis.

Among the seriously injured are: Burton Jones, mail clerk, Dayton, O. Injured about head and back. Clifton Chaney, Jackson, Ky.; injured about the body. A. York, engineer, freight train; injured in jumping. J. C. Skilman, baggage man on passenger train; injured. Carl Gross, Indianapolis, head brakeman on freight train; leg broken. J. W. Jefferson, Chicago, colored porter on the passenger train. Fred Hutchinson, bagman, passenger train, Madison, Va. Mrs. Mary Sears, 2927 Indiana Avenue, Chicago. Harry Zell, Chicago. Hugh Kemp, Berlin, Ky. W. J. and F. J. Liberty, Ind. Mrs. J. C. Skilman, wife of the baggage man, Indianapolis. P. E. Emberton, Bremen freight train.

(Continued on Second Page.)

CAMPAIGN ISSUES ARE NOT IDLE TALK

Wilson Purposes to Carry Out All His Pre-Election Pledges.

HIS MIND IS MADE UP

He Soon Will Have Announcement to Make About Extra Session of Congress.

Princeton, N. J., November 13.—President-Elect Wilson announced to-night, in speaking of the tariff and the monopoly question, that he purposed to carry out the pledges he made in his campaign speeches, to cut special privilege out of tariff schedules, prevent unfair competition in business and to destroy privilege monopoly.

The President-elect had been asked whether the big correspondence he received after his election contained any inquiries as to his attitude on the tariff or monopoly problems.

"Do you mean that people take it for granted you will carry out the pledges made in your campaign speeches?" he was asked. "Yes, they certainly will be carried out as far as I am concerned."

In his campaign speeches, the Governor often reiterated that revision of the tariff should be undertaken immediately. It is believed that this idea now will find expression in a call for an extra session of Congress to consider the tariff question as well as other subjects, which were issues in the campaign just closed.

There have been investigations in every Congress," remarked the Governor. "I studied the problem all my life. I think there is a definite idea of what ought to be done."

While the President-elect is reading assiduously the opinions about an extra session he is just as carefully refraining from looking at the various speculations which are being printed as to the probable personnel of his Cabinet. This was revealed in connection with the visits to-day of Judge William R. King, Democratic national committee man from Oregon, and Lieutenant-General Nelson A. Miles, U. S. A., retired. Governor Wilson said General Miles had called unexpectedly to pay his respects. The correspondent informed him that the names of both General Miles and Judge King had been mentioned in dispatches from Washington concerning the make-up of his Cabinet. The Governor said he did not know of this. "I'm fortunate," he said, "in not reading the speculations, so I'm innocent of any embarrassment."

The President-elect took a long walk late in the afternoon. A short, stout man, apparently intoxicated, emerged from the woods and insisted on shaking hands with the Governor. He turned away, but reappeared through a short cut a few minutes later, trying to take Governor Wilson by the arm. The secret service men intervened and led him away. He protested that he meant no harm.

STILL EXAMINING SCHRANK

Allegation May Make Report of His Mental Condition To-Day. Milwaukee, Wis., November 13.—Alienists examining into the mental condition of John Schrank, who yesterday pleaded guilty to attempting to murder Theodore Roosevelt, continued their inquiry to-day, and expected to be able to say to-morrow when they would complete their work and when they would report to the court. On their findings, Municipal Judge A. C. Backus will send Schrank either to the State prison at Waupun or the Northern Hospital for the Insane near Oshkosh.

Lake Storm in England. Detroit, Mich., November 13.—One of the worst storms in years raged on Lake Huron to-day. Reports say a wind storm, accompanied by rain and snow, reached a velocity of fifty miles an hour. The storm practically inundated the northern end of Beaver Island.

(Continued on Second Page.)

M'CREA RESIGNS PRESIDENCY OF PENNSYLVANIA

Samuel Rea Succeeds Him as Head of Great Railway System.

CHANGE COMES AS BIG SURPRISE

For Two Years There Has Been Restiveness on Part of Progressive Members of Company and Under New Regime Business Expansion Is Anticipated.

[Special to The Times-Dispatch.] Philadelphia, Pa., November 13.—Inauguration of another period of great expansive development of the already huge Pennsylvania Railroad system is presaged in the election to-day of Samuel Rea as president of the company to succeed James McCreia, who will relinquish the position January 1 next. Except to a comparatively few this has been a complete surprise. The fact is of far-reaching import, and likely to prove a prime factor in urging forward the current business expansion.

Not until May 1, 1913, or more than five years hence, would Mr. McCreia have reached the age for retirement under the pension rules of the company. He concluded to resign, feeling that he prefers to be relieved of the close duties which of necessity devolve upon the chief executive and responsible head of the largest transportation system the world has ever seen.

Mr. McCreia will make the fourth president of the Pennsylvania Railroad to retire before death. Elected nearly six years ago as the choice of the great financial interests which stand back of the Pennsylvania Railroad, and who made up their minds as between him and Mr. Rea, at a dinner given in New York by Henry C. Frick, Mr. McCreia took up the work and the J. Cassatt passed along. Mr. McCreia was selected because of his known conservatism, his experienced knowledge of the railroad business and of the high order of integrity which is component in his character.

These special qualities were regarded as most essential in the man who must succeed A. J. Cassatt as president of the great system. It was felt that the properties needed a period of rest; that the resources of the corporation should be nursed and husbanded until such time as the business should grow up to what had been provided. In the selection of Mr. McCreia to pilot the big company through such a period, the feeling is now general and strong that no mistake was made.

Progressives Restive. But it is none the less the fact that for some two years past there has been a growing restiveness on the part of the more virile, go-ahead element in the Pennsylvania road management under the stern veto of President McCreia. He has put upon more than one proposition which was brought to him, strongly urged. It is also true that such differences of opinion over questions of policy, both little and big—for Mr. McCreia insisted upon passing on all things—gradually brought about a condition not conducive to that harmony of purpose which brings out of an organization the best results.

More so, it was felt that the McCreia administration of the Pennsylvania "t was thought wise to have official denial given to reports to the effect that there was dissatisfaction with the way things were going and discord in the management. The death of Clement A. Griscom, last Sunday, creating a vacancy in the board of directors of the Pennsylvania Railroad, would seem to have been seized upon as affording a desired opportunity for the big change which was put through to-day.

Of the seventeen directors of the company thirteen are elected by the stockholders, and these thirteen elect four more men, all of them vice-presidents, as additional members of the board. The practice has been for the board to elect as president of the company one of the stockholder-directors. When Mr. McCreia's resignation was presented and accepted, Mr. Rea resigned the place he has held in the board, to be elected to the vacancy, and then, as president, to succeed Mr. McCreia on January 1.

Full Heir to Hard Job. On all sides it is agreed that Mr. McCreia fell heir to a hard job. During the seven and a half years that A. J. Cassatt molded the Pennsylvania system and policy to shape with his masterful ideas the corporation went through a complete metamorphosis, and entered a field so much greater than it had before occupied as to almost stagger comprehension.

Almost the first act of the Cassatt administration was an investment of nearly \$25,000,000 to enable the Pennsylvania Railroad in conjunction with the New York Central to acquire dominating control of its competitors in the bituminous traffic—the Baltimore and Ohio, Chesapeake and Ohio and the Norfolk and Western Railroads. This was done to advance and steady freight rates on a chief traffic of all these railroads. It was a measure also to strike down the previously general and vicious practice of rebates.

The Cassatt administration abolished the free pass and bent its every effort to secure legislation to perpetuate these great reforms. A. J. Cassatt was bold in carrying out these stupendous works, the most impressive, but by no means the most essential and important of which is the monumental New York tunnel system, which cost in all \$111,841,428.

During the seven and a half years that A. J. Cassatt ruled the capital stock of the Pennsylvania Railroad Company the parent corporation was